



## DEPARTMENT OF THE NAVY

COMMANDER  
NAVY REGION, MID-ATLANTIC  
6506 HAMPTON BLVD.  
NORFOLK, VA 23508-1273

IN REPLY REFER TO:

COMNAVREGMIDLANT  
INST 4780.6  
N301  
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### COMNAVREG MIDLANT INSTRUCTION 4780.6

From: Commander, Navy Region, Mid-Atlantic

Subj: SERVICE CRAFT MATERIAL INSPECTION PROGRAM

Ref: (a) OPNAVINST 4780.6 (Series)  
(b) OPNAVINST 5420.70 (Series)  
(c) INSURVINST 4730.8 (Series)  
(d) PEOEXWINST 4780.1 (Series)

Encl: (1) Service Craft Primary Mission Description  
(2) Service Craft Material Inspection Procedures

1. Purpose. To promulgate set procedures and responsibilities for service craft material inspections.

2. Cancellation. COMNAVBASENORVAINST 4780.6

3. Scope. This instruction applies to all service craft in accordance with reference (a).

4. Discussion

a. A naval officer shall examine service crafts at least once every three years, if practicable, to make recommendations to SECNAV as to which service crafts, if any, should be stricken from the Naval Vessel Register. For service craft naval vessels, these inspections are accomplished through the Service Craft Material Inspection Program (SCMIP) as described in reference (a) through (d). Material inspections will be performed for the purpose of determining and reporting a service craft's fitness for further service and material conditions that limit its ability to carry out assigned missions.

b. Service craft material inspection requirements will be directed by Commander, Navy Region, Mid-Atlantic (COMNAVREG MIDLANT) Board Authority, who will appoint Material Inspection Boards to inspect service craft within the Mid-Atlantic region, and arrange for inspection support (e.g., gas free engineers) from regional maintenance authorities.


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c. Normally, a service craft's material inspection will be scheduled three years from the previous inspection. If the service craft is not inspected by that date, it will be considered overdue. (Note: inspection intervals are based simply on calendar months since last inspection. Time spent in depot level maintenance is included in this interval). At no time will the interval between material inspections exceed 54 months. If the 54-month maximum limit would occur during a scheduled depot level maintenance availability, the inspection due date will be adjusted to occur during the six months prior to the maintenance period. Whenever practicable, inspections will be held sufficiently in advance of a maintenance availability to permit incorporation of appropriate Material Inspection Board repair and alteration recommendations in the authorized work package.

(1) At the start of each fiscal year, the board authority will publish an inspection schedule for the fiscal year to ensure that service craft under COMNAVREG MIDLANT jurisdiction are inspected during the fiscal year. Reports of material inspection will be submitted to the board authority by the senior board member within 20 days of the inspection. The board authority will endorse the inspection report and forward it within 30 days of the inspection.

d. When a service craft is found unfit for further service, this shall be reported to the Deputy Assistant Secretary of the Navy (Ship Programs) (DASN(SHIPS)) via PEO EXW (PMS325) and CNO (N43).

f. President, Board of Inspection and Survey (PRESINSURV) is responsible for conducting acceptance trials of service craft built by and for the U.S. Navy. PRESINSURV may appoint a Service Craft Material Inspection Board to function as a semi-permanent board of inspection and survey to conduct acceptance trials of new construction service craft, when inspection by permanent INSURV boards is not practicable.

  
S. E. BARKER  
Chief of Staff

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## **SERVICE CRAFT PRIMARY MISSION DESCRIPTION**

The following is a partial list of the service craft that fall under the jurisdiction of the Commander, Navy Region, Mid-Atlantic (COMNAVREG MIDLANT) inspection program.

### **Yard Craft (YC)**

Non-self-propelled open lighter. A transport and platform barge with no installed equipment.

Average dimensions: 110' long, 32' wide, 4' draft.

Inspections required are: Structural, Damage Control and Underwater Hull.

### **Yard Derrick (YD)**

Non-self-propelled floating crane.

Average dimensions: 175' long, 75' wide, 7' draft.

Inspections required are: Structural, Damage Control, Occupational Safety and Health, Mechanical, Electrical and Underwater Hull.

### **Yard Freight Non-Self-Propelled (YFN)**

Non-self-propelled covered lighter. A covered flat barge with medium storage capacity.

Average dimensions: 110' long, 32' wide, 2' draft.

Inspections required are: Structural, Occupational Safety and Health, Mechanical, Electrical Damage Control and Underwater Hull.

### **Yard Freight Non-Self-Propelled Modified for Other Use (YFNX)**

Modified YFN. Modifications are unique to each craft.

Inspections mirror YFN with adjustments as applicable to each modification.

### **Yard Oiler Non-Self-Propelled (YON)**

Diesel Fuel Marine (DFM) refueling barge.

Average dimensions: 165' long 40', wide, 9' draft.

Inspections required are: Structural, Damage Control, Electrical, Mechanical and Underwater Hull.

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**Yard Oiler Gas Non-Self-Propelled (YOGN)**

Gasoline, JP5 and Fresh water barge.

Average dimensions: 150' long, 35' wide, 6' draft.

Inspections required are: Structural, Occupational Safety and Health, Mechanical, Electrical Damage Control and Underwater Hull.

**Yard Repair (YR)**

Floating workshop. A small workshop barge.

Average dimensions: 110' long, 30' wide, 3' draft.

Inspections required are: Structural, Damage Control, Electrical, Mechanical, Habitability and Underwater Hull.

**Yard Repair Radiological (YRR)**

Radiological repair barge. A workshop barge for radiological controls. Some YRRs are utilized as storage barges.

Average dimensions: 126' long, 34' wide, 5' draft.

Inspections required are: Structural, Electrical, Preventive Medicine, Mechanical, Habitability and Underwater Hull.

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**SERVICE CRAFT MATERIAL INSPECTION PROCEDURES**

1. Periodicity. Active service craft will be inspected by Service Craft Material Inspection Boards three years from previous inspection. At no time will the interval between inspections exceed 54 months. Whenever possible, material inspections will be conducted six months prior to scheduled regular overhauls (ROHs).

2. Responsibilities

a. SCMIP Coordinator. The Commander, Navy Region, Mid-Atlantic (COMNAVREG MIDLANT) will appoint a SCMIP Coordinator, whose responsibilities will include:

(1) Serve as senior Material Inspector Board member.

(2) Assisting the board authority to meet the requirements of this instruction.

(3) Develop local SCMIP procedures to implement this instruction and delineate the service craft custodian's responsibilities with regard to the SCMIP.

(4) Develop a roster of personnel available from local custodians, regional maintenance organizations, etc., to serve as senior member and functional area inspectors.

(5) Ensure that enough inspectors, with proper expertise, are assigned for each scheduled inspection. This includes reviewing the inspectors' credentials to ensure qualification to properly examine the assigned service craft or equipment.

(6) Coordinate with the craft custodians to ensure the proper documents/maintenance history of the service craft (e.g. Current Ship's Maintenance Plan (CSMP), last docking report, last underwater hull inspection report, etc.) are provided to the Board by the custodian at the time of the inspection.

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(7) Coordinate with the craft custodian to ensure that the craft's operational capabilities can be demonstrated to the Board (e.g. underway period for self-propelled craft).

(8) Coordinate with outside activities (PEO EXW (PMS325), Planning Yard, Regional Maintenance Activity) in executing the SCMIP.

(9) Issue a fiscal year schedule of service craft inspections based on the schedule requirements listing from PEO EXW (PMS325).

(10) Assist PRESINSURV during periodic reviews of the board authority's SCMIP.

b. Senior Member. The senior member of the Material Inspection Board will:

(1) Determine the service craft's installed equipment and ensure the assigned inspection team members are adequate in number and qualifications to inspect the service craft. Deficiencies should be immediately identified to the SCMIP Coordinator.

(2) Coordinate with the custodian to determine the exact service craft inspection dates within the guidance provided by the board authority.

(3) Coordinate with the custodian to develop a schedule for the inspection that includes demonstration of all the craft's operational capabilities not covered by a current certification (e.g. Crane Certification, Drydock Certification).

(4) Review the service craft's last docking report and underwater hull inspection report. Identify any significant problems in the inspection report.

(5) Review the service craft's CSMP and other maintenance documentation. Identify any significant problems in the inspection report.

(6) Request input from the service craft's custodian or crew pertaining to the material condition of the craft and its

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current use. Identify any significant problems in the inspection report.

(7) Ensure the custodian is meeting the docking, underwater hull inspection, and other inspections and Planned Maintenance System (PMS) requirements for the service craft. Include any significant deficiencies noted during this review in the inspection report.

(8) Provide a copy of the service craft's operational capabilities to the inspectors to ensure these capabilities are thoroughly inspected (a copy of the service craft operational capabilities may be obtained by the custodian from PEO EXW (PMS325) or the Planning Yard).

(9) Personally attend and oversee the inspection, ensuring the inspectors accomplish a thorough inspection.

(a) The senior member should provide guidance to his inspectors, briefing them on the extent of the inspection and the availability of documentation provided by the board authority or the custodian, such as the craft's last docking report, underwater hull inspection report, CSMP, maintenance logs, Out of Commission (OOC) logs, etc.

(b) Ensure the appropriate inspectors conduct an operational check of all essential equipment.

(c) Ensure all operational capabilities are thoroughly inspected.

(10) Ensure all significant safety related deficiencies are immediately reported to the custodian and addressed in the inspection report.

(11) Collect the inspection results from the various assigned inspectors and prepare the inspection report including a single copy of the Report of Service Craft Material Inspection Report. Ensure accurate and complete summaries of deficiencies in all areas are included in the report.



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(12) Forward the inspection report. Ensure a copy of the last underwater hull inspection report and applicable certifications (e.g. Report of Floating Crane Certification, Drydock Certification, etc.) are attached.

c. Functional Area Inspectors. Responsibilities of the assigned functional area inspectors include:

(1) Review the service craft's operational capability statement to ensure all equipment which support them are carefully inspected.

(2) Inspect all equipment that is within the inspector's cognizance.

(3) Operationally test all equipment within inspector's cognizance.

(4) Question the operators or custodian about known deficiencies and hazardous conditions.

(5) Be observant for any unsafe conditions, and ensure all safety-related deficiencies are briefed to the senior member immediately.

d. Custodian. Responsibilities of the service craft custodian include:

(1) Develop and maintain a list of qualified personnel who can participate in service craft inspections. Provide this list to the SCMIP Coordinator.

(2) Maintain files for all service craft, ensuring all required documentation is available and current.

(3) Provide qualified operators to present and operate all equipment for the Material Inspection Board.

(4) Provide the inspection board senior member with the following:

(a) The craft's last underwater hull inspection report.

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(b) All inspection/certification reports (last Diesel Inspection, Crane Certification, Drydock Certification, Docking Report, etc.).

(c) Last service craft material inspection report.

(d) Current Ship's Maintenance Plan (CSMP).

(e) List of the service craft's known deficiencies and out of commission equipment.

(f) All other pertinent maintenance records.

### 3. Areas to be Inspected

#### a. General

(1) Visual Inspection. The craft's material condition will be visually inspected. This includes: an inspection of the equipment for loose, damaged, or missing parts; inspection for foreign material inside electrical switchboards or controllers; visual analysis of oil and water samples; visual inspection for external contamination of the equipment by oil, water, HAZMAT, etc; examination of equipment and craft structure for damage due to preservation coating loss and corrosion; inspection of gages for calibration, gas cylinders for hydrostatic test tags, relief valves for set point test tags, electrical equipment for electrical safety tags; and examination of all safety gear for proper assembly, accessibility, availability, and usefulness.

(2) Operational Test. The craft's equipment will be operationally tested to demonstrate the functionality of the equipment. Operational testing will be conducted at the parameters the equipment is normally operated at. The tests will be done in accordance with approved operating procedures, PMS, and the applicable technical manuals. The inspectors will observe the equipment to answer the following questions: is the equipment operating within its prescribed parameters and specifications; are there unusual or unexpected sounds, vibrations, leaks, arcs, sparks, or smells associated with the

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operation of the equipment; and can the equipment be safely operated? The ultimate question the inspector has to answer about the equipment is: does the equipment fulfill the applicable operational capability requirements of the craft, and will it continue to do so in the future?

(3) Record Review. Each inspector will review the applicable craft logs, OOC list, CSMP, certification reports, last material inspection report, etc., to determine deficiencies that have not been corrected.

b. All Inspectors. Each inspector will complete a Service Craft Material Inspection Report. All deficiencies will be listed on sheets attached to the inspection report and provided to the senior member with the completed report. Deficiencies that resulted in a "marginal" or "unsatisfactory" condition being recorded on the Service Craft Material Inspection Report will be clearly indicated as such and fully explained in the deficiency listing. The applicable deficiency listing item will be referenced in the remarks section of the inspection report. Deficiencies that degrade a craft's ability to accomplish its overall mission or an assigned operational capability will be fully explained and listed in a separate section of the deficiency listing. Safety deficiencies will also be listed in a separate section of the deficiency listing.

c. Structural Inspector. Using the inspection report, the structural inspector shall thoroughly inspect the service craft's exterior and interior hull structure for soundness. Significant areas requiring preservation will be identified as specific deficiencies. All doors, hatches and scuttles will be inspected to PMS standards and deficiencies documented. The craft's ground tackle, life lines, stanchions, life jackets, life rafts, life rings etc., will be inspected. The structural inspector will review the tank/void inspection records, noting the last time the tank/void was cleaned and visually inspected. He will report all the discrepancies that are still outstanding from the last tank/void report as well as any new items that he is able to determine from soundings, tank level indicator checks, or visual inspection of the tank/void and exterior/adjoining bulkheads. Particular attention should be paid to tanks/voids that constitute the craft shell both above and below the waterline. For each craft tank/void he will

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annotate in the attachment to the Report of Service Craft Material Inspection Report the date that each tank/void was last entered for inspection, and any significant deficiencies associated with each tank/void.

d. Mechanical Inspector. Using the inspection report, the mechanical equipment inspector shall review and operationally check all of the craft's installed mechanical, propulsion and power generating equipment. An underway period for all self-propelled craft shall include a test of the propulsion plant operation at full power. Steering gear checks shall be conducted and will include high speed rudder testing and precision maneuvering.

e. Electrical Inspector. Using the inspection report, the electrical inspector shall review and operationally check all of the craft's installed electrical equipment. A thorough check for electrical safety deficiencies will be conducted.

f. Navigation Inspector. Using the inspection report, the navigation inspector will inspect and operationally test all installed navigation equipment. The underway period for self-propelled craft will include a demonstration of the accuracy of electronic aids to navigation and verify visibility from the pilot house.

g. Communications Inspector. Using the inspection report, the communication equipment inspector will inspect and operationally test all installed communication gear. A thorough review for electronic safety deficiencies will be conducted.

h. Damage Control Inspector. Using the inspection report, the damage control inspector will inspect all DC gear. Where appropriate, operational demonstration of DC gear will be conducted. The inspection will include at a minimum: an inspection/inventory of all damage control lockers; all CO2 cylinders will be inspected and hydrostatic test tags will be reviewed for periodicity; all fire hoses will be inspected for current hydrostatic testing, condition and stowage; all fire fighting stations will be inventoried; all submersible pumps will be inspected and operationally tested; and all OBSs/SCBAs will be inspected and their PMS documentation will be reviewed.

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i. Habitability Inspector. Using the inspection report, the habitability inspector will inspect the general condition of the interior of the craft and spaces/equipment designed to provide for the crew's habitability. The habitability inspector will also verify compliance with Navy Occupational Safety and Health (NAVOSH) programs and Environmental Protection for forces afloat.

4. Reporting

a. The inspection report will be as concise as practicable, but will accurately reflect the condition of the craft, and will identify all deficiencies that detract from the service craft's fitness for naval service and/or degrade its ability to carry out assigned missions. The inspection report will include:

(1) A statement that the craft is fit for further service or unfit for further service. Rationale, including cost data, must be provided for an unfit finding.

(2) A statement regarding the timing of the craft's next ROH (can be deferred, conduct as scheduled, repairs required prior to scheduled ROH).

(3) A statement concerning adequacy of routine maintenance.

(4) A statement concerning presence of safety deficiencies.

(5) A statement concerning ability of craft to carry out operational capabilities.

(6) A listing of significant deficiencies by functional area.

(7) A list of the inspectors and their functional areas.

b. Original reports of all service craft material inspections shall be sent to the board authority. The board authority will endorse and forward the report to PEO EXW (PMS325) with copies to the service craft user command/activity,

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PRESINSURV, the applicable support commander, NAVSHIPYD Puget Sound Det Boston MA (Code 284), Ship's Program Manager, and to the senior member of the board conducting the inspection.

c. In the endorsement, the board authority may address plans for repairs, reclassification, recommendations for disposal (if applicable), etc., as desired.